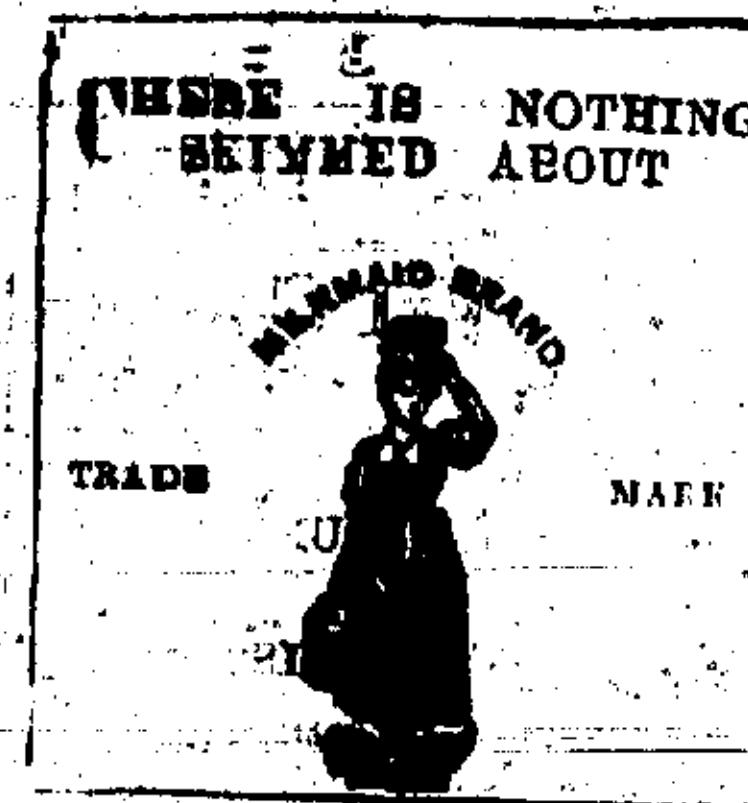


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LITTLEJOHNS v. SEAMAN BEATH,
10 two-minute rounds.Doors open 8.30, commencing 9 p.m. sharp.
Admission, \$6, \$4, and \$2.
[Soldiers and Sailors in uniform half price
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The Daily Press.

HONGKONG, NOVEMBER 30TH, 1911.

TELEGRAMS.

[THROUGH REUTTER'S AGENCY]
BRITISH NAVAL ADMINISTRATION.

IMPORTANT CHANGES.

LONDON, November 29th.
Before the House of Commons adjourned Lord Thynne asked whether three Sea Lords had resigned, and what was the reason for the change, which was unprecedented in the history of the Admiralty.

Mr. Winston Churchill replied that Admiral Wilson was due to retire in March on attaining the age of seventy years; Captain Madden retired in January, on promotion and appointment to a sea-going command. "I am thus confronted," continued Mr. Churchill, "with the resignation of half the Board, including its most important member, at a period when the House of Commons is discussing the estimates and when much of the most important work is in full transaction. At the present time the issues are open, and decisions have to be taken governing the Admiralty policy, as regards France during the next two years. Having regard to the great changes necessary at the beginning of the year, I decided, after careful consideration and discussion with Mr. Asquith and my colleagues, that it would be better in the interests of the public service and the navy that the changes should occur now, as it would give the new men a free hand to decide issues which would otherwise have been stereotyped, and over which they would have little effective control. No difference of any kind, personal or public, has arisen, and no question of policy has arisen."

Mr. Churchill paid a tribute to the new Lords, and mentioned that Captain Pakenham had the rare distinction of having been on Admiral Togo's flagship throughout the Russo-Japan war, and was present at the

battle of Tsushima. He thought the appointments would commend themselves to the whole navy who were the best judges in naval matters. "He hoped much of the future Jellicoe, and hoped that the House would believe that the distribution of commands in the fleet was undertaken for no other reason than to secure the best service for the state, which the need of the times requires. The changes, which were slightly anticipated, were regular and normal working events, and implied no slur or reproof on any member of the outgoing Board." I am quite prepared should necessity arise," continued Mr. Churchill, "to show that any rumours or statements which have been made regarding the positions or dispositions of the fleet are wholly baseless in so far as they suggest that absolute security has not at all times been maintained. The situation in Persia made him suspect there was a secret understanding with Russia. Public opinion was diametrically opposed to a policy involving a partition of Persia, or making England the tool of St. Petersburg.

Lord Thynne said that Mr. Churchill had not dealt with the reason for Admiral Egerton's resignation, and asked whether three Lords had resigned on their own initiative, whether they had been removed, or whether there was any precedent for trying to synchronise the appointments of the three lords.

Mr. Churchill replied that he had to consider the constitution of the Board as a whole, and in the interest of the formation of the Board as a whole he informed Admiral Egerton that his Majesty approved the changes, and also that Admiral Egerton should be appointed to the chief command of an important home port on the first vacancy. No reproach or slur rested on his public or professional reputation. The change was necessary to produce board which would be a complete unit and which would as a whole be the most effective working means in the interests of general administrative efficiency. That was the sole reason for Admiral Egerton's resignation. Regarding the question whether the Sea Lords resigned or were removed, he thought the procedure followed was perfectly regular. When he apprised the Sea Lords that His Majesty had assented to the changes, they naturally accepted these changes in the true spirit of the naval service, which was not to put personal considerations over the interests of the service.

PRESS-COMMENTS.
The "Daily Telegraph" states that Mr. Churchill's selection has caused widespread satisfaction among the most progressive officers. The "Morning Post" is of the opinion that the appointment generally command confidence, and mentions that Rear-Admiral Sturdee, formerly Admiral Lord Beresford's chief of staff, congratulates Mr. Churchill on speedily discovering how much there was to be done.

The "Daily News" says that the changes show that Mr. Churchill is avoiding the recognition of personal feuds in the navy. The opinion of the "Chronicle" is that there is nothing in the personality of the new lords to indicate profound changes. The "Morning Leader" states that it is an undeniably strong step, and has the merit of packing the responsibility on the proper shoulders, those of the minister.

The "Times" thinks that the appointment is in every way unexceptionable. It anticipates that the most notable departure of his policy will be the creation of a war staff. The "Daily Mail" says that Mr. Churchill has given proof of good intentions and administrative ability.

SIR E. GREY'S STATEMENT.

DISCUSSION IN PARLIAMENT.

Mr. Bonar Law said there was nothing in Sir Edward Grey's statement which he desired to criticise, but he would like to point out that there was no anti-German feeling in this country. An Anglo-German war would be an inconceivable calamity. He thought the Premier should have spoken in the House regarding the negotiations rather than outside. He desired that every ground of friction between ourselves and Germany should be removed. "We do not want any more territory," added Mr. Bonar Law amidst cheers. "Our responsibilities are great enough already."

The Right Hon. Mr. H. H. Asquith said he was heartily in sympathy with the desire for a clearer and fuller disclosure of the foreign policy to the House of Commons. All reasonable men, however, would admit that diplomacy was of necessity secret. No country could carry on diplomacy with its cards on the table, the doors open and the blinds drawn up. Negotiations must be carried on under the shroud of confidence, with more or less secrecy, which was quite a different thing from being kept in darkness from the representatives of the people. He said quite frankly that the Government could not be guilty of such a charge. On the general question the Government was actuated by humane considerations in safeguarding British interests and performing treaty obligations, which he believed had been reciprocal to the advantage of our friends. We were neither exclusive nor jealous, and we had no desire to stand in the light of any Power wanting to find its place in the sun. We had no such purpose and no such wish. "We believe," the Premier said, "it is both to our interest and duty that we should maintain our friendships. We shall be the more glad if we can enlarge them to include others. We know of no cause to quarrel with any of the Powers. Britain's interests will always be to maintain the peace of the world, to which end our diplomatic policy is single-mindedly directed." (Loud cheers.)

The Earl of Ronaldshay hoped that the Government would intimate to Italy and Turkey their willingness to mediate. The Anglo-French agreement of 1904 was in wise hostile to Germany. Moreover its essence was that Britain should have a free hand in Egypt and France the same in Morocco. It would be intolerable if we, after taking our share of the profits, in any wise refused France here.

Referring to Germany, he said there was no reason why Germany's naval expansion should impair the desire for cordial friendship which was pervading the whole nation.

Germany's great progress of all kinds entitled her to national ideals and lofty ambitions, and the desire to find territories for her surplus population was most natural.

No Cabinet was more determined than the present one not to drift into a single, unnecessary and impulsive antagonism, and that determination was being fully carried out.

Mr. Noel Buxton and other Liberals continued the debate, and were confident that Sir Edward Grey's statement would dispel any misunderstandings. Mr. Keir Hardie feared it would mean an unnecessary expenditure on the British and German navies.

Mr. Ramsay MacDonald (Labour) said he had never known such a dramatic condemnation of secret diplomacy as Sir Edward Grey's speech. The time had come when an inquiry should be undertaken to ascertain the best way of keeping the House of Commons in touch with foreign affairs. If the Government wished Mr. Lloyd George's speech to have a pacific effect, it should have been followed immediately by a pronouncement by Sir Edward Grey explaining what it was made. The situation in Persia made him suspect there was a secret understanding with Russia. Public opinion was diametrically opposed to a policy involving a partition of Persia, or making England the tool of St. Petersburg.

Mr. Dillon and Mr. Sykes (U.) also denounced the secrecy of diplomacy.

Sir Edward Grey, replying to the debate, said he had no information by which to prove or disprove the reports of atrocities at Tripoli. The Government had adhered to the policy of non-intervention. He dealt chiefly with Persia, and said it was an essential condition of independence that account should be taken both of Russia and Great Britain. The Persian Government, instead of seeing Russian interests respected, sought to thrust out Russian influence. That was a perfectly hopeless attitude.

The debate was adjourned, Sir Edward Grey promising to give another day if desired.

PUBLIC OPINION.

The papers generally join in a chorus of praise for Sir Edward Grey on what they describe as the masterful and lucid exposition of foreign policy made in the House of Commons for a generation, firmly establishing the pillars of British policy. They hope that the conciliatory overtures will be received by Germany in the spirit in which they are made.

The exceptions are the *Daily News*, and, to a less extent, the *Morning Leader*. The former criticises Sir Edward Grey's account of the events, and dismisses from his suggestion that we have got to take sides in Europe. The *Journal* says that the abandonment of the policy of isolation meant years of unprecedented anxiety and expense, and there was no prospect of improvement unless sought in a bolder spirit than that shown by Sir Edward Grey.Neither the Cabinet nor the party is happy with his policy. The *Morning Leader* expresses downright good will to Germany among us, which is not adequately expressed by Sir Edward Grey's cautious cordiality.

The "Daily News" says that the changes show that Mr. Churchill is avoiding the recognition of personal feuds in the navy.

The opinion of the "Chronicle" is that there is nothing in the personality of the new lords to indicate profound changes.

The "Morning Post" is of the opinion that the appointment generally command confidence, and mentions that Rear-Admiral Sturdee, formerly Admiral Lord Beresford's chief of staff, congratulates Mr. Churchill on speedily discovering how much there was to be done.

The "Daily Mail" says that Mr. Churchill has given proof of good intentions and administrative ability.

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FARES: HONGKONG TO LONDON £71.10s. Od. RETURN, SIX MONTHS, £120.; 24 MONTHS, £125.; INCLUDING BEER AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul-General, Consuls and Vice-Consuls located in Asia. To United States Canadian Points: Members of U.S. Naval, Military, U.S. Diplomatic and Consular Officers of the Governments of China and Japan. Between China, Japan and Manchuria: Officers of U.S. Diplomatic Service, U.S. Consul-General, Consuls and Vice-Consuls located in Asia. Also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 5th Jan., at 1 P.M.

CHINA 10,200 Tons FRIDAY, 2nd Feb., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, 5th Jan., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

REGULAR SERVICE is furnished at Intermediate Rates.

FARES: HONGKONG to LONDON via Canadian Atlantic Ports £43.

HONGKONG to SAN FRANCISCO via New York £45.

HONGKONG to SAN FRANCISCO via San Francisco £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING opposite Blake Pier.

FRED J. HALTON, AGENT.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &
PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

For VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

FOR MANILA.

ZAFIRO 5th Dec. EYGA ... 2nd Dec.
RYGA ... 20th Dec. SUVERIC ... 14th Dec.
1912 1912 1912 3rd Jan.

ZUBERICO ... 9th Jan. KUMERIC ... 3rd Jan.

To be followed by other Steamers of the Company at regular intervals.

Calling at ANVOY and KEELUNG if sufficient
indemnity offered.

The BANK LINE Steamers are of the Newest Design,
have most Conveniences Acommodation, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780, KING'S BUILDING, Praya Central

**BANK
LINE**

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient indemnity offered, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNFRIC" 3,000 tons ... to be despatched End January, 1912.

S.S. "KATANGA" 5,600 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:

10th December.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

PROPOSED SAILINGS.

FROM CALCUTTA:

End November.

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, 31st October, 1911.

**NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.**

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA

"KLEIST" Capt. L. MAASS, About 17,000 TONS.

MANILA, YAP, MAROON, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

"COLEN" Capt. L. KLUGER, About 7,750 TONS.

KOBE and YOKOHAMA

"PRINZ SIGISMUND" Capt. F. BRUNING, About 6,000 TONS.

KUDAT and SANDAKAN

"BORNEO" Capt. F. SEMOLA, About 5,000 TONS.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunkens.

For Further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.**

Hongkong, 18th November, 1911.

PASSENGER SEASON 1912.
**NORDDEUTSCHER LLOYD, BREMEN
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.**

STEAMSHIP DISPLACEMENT.

"GOFBEN" 17,000 TONS. ON FEBRUARY 6TH.

Capt. A. AHORN.

"DERFLINGER" 17,300 TONS. ON FEBRUARY 21ST.

Capt. F. PROESCH.

"PRINZ EITEL FRIEDRICH" 16,000 TONS. ON MARCH 5TH.

Capt. E. MALCHOW.

"YORCK" 17,000 TONS. ON MARCH 20TH.

Capt. J. RANDEMANN.

"PRINZESS ALICE" 20,300 TONS. ON APRIL 2ND.

Capt. P. GROSCHE.

"LUETZOW" 17,300 TONS. ON APRIL 17TH.

Capt. J. BOETFELDT.

"KLEIST" 17,000 TONS. ON APRIL 30TH.

Capt. L. MAASS.

These Steamers will call at MANILA direct on the voyage

from here to SINGAPORE.

Calling at NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON

to LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

(System Telefunkens.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

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For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.

Hongkong, 27th November, 1911.

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The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports

on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

MAIL NOTICE

TO	PER	DATE
Singapore, Penang, and Colombo	Normal	Thursday, 30th 9 A.M.
Kuching	10 A.M.	Thursday, 30th 10 A.M.
Bohol and Haiphong		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	NOTES
LONDON and ANTWERP via SINGAPORE, PE	NAMUR	10 A.M. 30th Nov.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES	(Capt. F. E. Andrew, R.N.R.)	300 ft.	
HIMALAYA	Capt. L. E. S. Pfeifer	About 8th Dec.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Noon. 9th Dec.	Freight and Passage.
For Further Particulars apply to	F. A. LEWETT, Superintendent.		

Hongkong, 17th November, 1911.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"SINGAN"	On 30th Nov., 10 A.M.
SHANGHAI	"CHENAN"	On 30th Nov., 4 P.M.
MANILA, CEBU & ILOILO	"LINAN"	Saturday, 2nd Dec., Midnight.
SHANGHAI	"KAIFONG"	Tuesday, 5th Dec., 1912.
SHANGHAI	"CHINHUA"	Thursday, 7th Dec., 4 P.M.
SHANGHAI	"ANHUI"	Saturday, 9th Dec., Midnight.
DIRECT SAILINGS TO WEST RIVER	Twice Weekly.	
SS. "LINTAN" and S.S. "SANUL."		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" situated on Deck, aft.		
SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
N.B.-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Wusong.		
REDUCED FARES:-SINGLE \$45.....RETURN \$75.		
For Freight Passages apply to BUTTERFIELD & SWIRE, Agents.		

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Friday, 22nd Dec., Noon.
MANILA	"YUENSANG"	Saturday, 19th Dec., 2 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Friday, 1st Dec., Noon.
MANILA	"LOGNSANG"	Saturday, 2nd Dec., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 5th Dec., 3 P.M.
SHANGHAI	"KWANGSANG"	On 3rd Dec., daylight.
KOBE AND MOJI	"YATSHING"	Sunday, 3rd Dec., Daylight.
RETURN TOURS TO JAPAN,	(OCCUPYING 24 DAYS).	
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.		
* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.		
+ Taking Cargo on through Bills of Lading to Yargone, Ports Tsingtan, Weihaiwei, Chefoo, Tsinan and Newchwang.		
+ Taking Cargo on through Bills of Lading to Kedat, Labad, Dato, Simpona, Tawau, Uluhan, Jesselton and Labuan.		
Telephone No. 215, Sub. Exch. 4.		
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., HONGKONG, 18th November, 1911.	GENERAL MANAGERS.	115

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF SCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bases to all European, North Continental and British Ports also Trieste, Lisbon, Oporto, Marsiglia, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKO- HAMA...	"CHICAGO MARU"	6,182	WED'DAY, 27th Dec., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKO-HAMA ...	"MEXICO MARU"	6,064	TUESDAY, 12th Dec., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKO-HAMA ...	"CANADA MARU"	6,064	TUESDAY, 9th Jan. at 11 A.M. 1912.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:-

From Manila G. \$130.00
From Hongkong, Shanghai and Keeling G. \$110.00
From Nagasaki, Mi-ji, Kobe and Yokohama G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for First Class Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, Dec. at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

11-711

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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HONGKONG, 17th November, 1911.

For Further Particulars, apply to

SWATOW, AMOY AND HOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAITAN" ...	Capt. J. S. Beach	FRIDAY, 1st Dec. at 11 a.m.
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 5th Dec. at 11 a.m.
"HAIYAN" ...	Capt. J. W. Evans	FRIDAY, 8th Dec. at 11 a.m.

FOR SWATOW, AMOY AND HOOCHOW

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec. at Noon.
NIPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec. at Noon.
SHIENO MARU	21,000	E. Bent	FRIDAY, 29th Dec. at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., 1912

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILEAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	W. W. Greene	FRIDAY, 1st Dec. at Noon.
KIYO MARU	17,500	T. Tomizaga	TUESDAY, 11th Feb. at Noon.
BUYO MARU	10,500	T. Tomizaga	TUESDAY, 9th April, 1912

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKKAICHI, and YOKOHAMA.

FARES FROM HONGKONG:

TO LONDON	£71.10
"VALPARAISO" ...	£37.00

Fares by INTERMEDIATE STEAMER

TO HONOLULU	£20.00
"SAN FRANCISCO" ...	£25.00
"CHICAGO" ...	£35.00
"NEW YORK" ...	£40.00
"LONDON VIA NEW YORK" ...	£45.00

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.